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ONE DOLLAR A YEAR.

RUSHING WATERS OF THE CATAWBA WORST KNOWN

EVERY BRIDGE SWEEP AWAY—MILLIONS OF PROPERTY LOST

Storm Has Never Had an Equal and the Destruction Caused by the Mighty Floods All Over the Western Part of the State Is Incalculable—Waters Raged From Saturday Till Monday Night—Huge Bridges Fell With Great Crash—One Million Cotton Mill Spindles Affected.

The tropical storm which burst on this section Friday straddled the Blue Ridge and burst in fury upon its backbone. Down the western slope the waters tumbled along the line of the Swannanoah and the French Broad and engulfed that country. On the eastern slope they rolled down the Yadkin and the Catawba and washed away every bridge, many cotton mills, innumerable buildings of all kinds, and paralyzed the industry along both rivers. The waters of the Catawba were many feet higher than ever before known. Bridges that had been built to weather much greater floods than had been anticipated were swept away like drift wood. All the bridges of the Southern and Seaboard and all the highway bridges, many of them costly new ones, went away. Saturday night, Sunday night and Monday the waters rolled like an ocean in fury. The flood reached its crest at Lookout Shoals near Statesville, Sunday morning, at Mt. Holly Sunday night, at Catawba Station, near Rock Hill at noon yesterday and at Great Falls yesterday afternoon. All southern traffic of the Southern Railway has been coming through Monroe by way of Columbia. With the loss of the Seaboard bridge on the Catawba below Van Wyck, traffic on the Atlanta division will be suspended indefinitely.

The First Reports.

Charlotte Observer Monday Morning. Serious floods in North Carolina, South Carolina and Virginia Sunday caused five known deaths with 18 others known to be missing and rendered hundreds homeless, damaged property and crops to the extent of \$100,000,000, according to first estimates, and demoralized railway, telegraph and telephone communication. Following the hurricane that struck the South Atlantic Coast Thursday, unprecedented rains have fallen, driving rivers and smaller streams from their banks and imperiling many lives.

What are said to be the worst floods ever known in the Catawba, Broad and Yadkin Rivers did untold damage in the territory within a radius of 50 miles of Charlotte with the possible loss of 18 lives.

Just above the Southern's bridge, over the Catawba at Belmont, the Piedmont & Northern Interurban bridge and the Seaboard Air Line Railroad bridge at Mount Holly were washed away Sunday afternoon and night. Farther up the river, near Moresville and Statesville, two highway bridges went out, while at Catawba the Southern's bridge on the Salisbury-Asheville line, was washed away.

At Monbo, below Catawba, the West Monbo Cotton Mill of 5000 spindles, is under water and believed to have been washed away, and the East Monbo Mill, across the river, is practically submerged, while a cotton warehouse with 400 bags of cotton has been washed away. Still farther up the Catawba, the Lile-doun and Alspaugh Mills are under water.

The damage to these mills is laid to a waterspout in Alexander county that caused a section of the earth embankment of the Lookout Shoals power plant of the Northern Power Company to give way this afternoon, adding 15 feet of water to the already more than 20-foot tide in the Catawba. That volume of water also caused the last two or three of the bridges to go.

The Dravo Power Company's dam on Broad River, near Shelby, went out late Sunday afternoon, menacing the Southern Power Company's plant near Blacksburg, S. C., and cutting off the electric supply for Spartanburg and the textile towns surrounding that city. The Southern Power company, however, may be able to meet this demand.

Near Winston-Salem, the town of Rondo was cut off from the outside world for several hours until a telegraph operator, flooded out of his office, carried his instruments to a high hill and cut in on a telegraph wire. Trains cannot be gotten to North Wilkesboro and will not be operated west of Donnagha tomorrow, because of the tide on the Yadkin River, which is eight and one-half feet higher than known in 43 years. A Southern Railway train supposed to have left North Wilkesboro yesterday afternoon has not been heard from, while one that started from Winston-Salem to that town had to stop at Elkin. Residents of Jonesville and adjacent towns are moving to high land.

The French Broad River has broken from its course near Asheville, flooding factories and homes in the lower part of the city. At Biltmore three persons, Capt. J. C. Lipe, Miss Nellie Lipe and Mrs. Leo Mulholland were drowned when the Lipe house was flooded. Two persons were drowned at Asheville while trying to put food into the upper story of the Glenn Rock Hotel. Many are marooned in their residences along the river and rescue parties for hours have fought their way against the rushing current in an effort to reach them. Swift streams of water are flowing down some of the streets of lower Asheville. The Southern Railway sta-

tion is flooded to a depth of six feet as are all other buildings in that vicinity. The city proper, 300 feet higher is without lights tonight, but otherwise is not affected.

Late reports said the dam at Lake Toxaway still was holding and that no harm had come to some 200 college and high school boys attending a Summer school near Brevard.

From Hendersonville came a report that placed the property loss in Henderson county at approximately \$1,000,000. The plant of the Hendersonville Light & Power Co., was put out of commission and the city reservoir flooded by muddy torrents that made the city drinking water unfit for consumption. Many persons were driven from their homes in that section and a number of bridges carried away. Only the big railway bridge south of Hendersonville remains intact, it was said, and no trains have entered or left Hendersonville in the past 24 hours.

The Southern Railway was the heaviest sufferer of any corporation in the western section of the State. The tunnels at Old Fort are blocked with a mass of wreckage carried down by the flood and slides from Saluda Mountain which are still coming down. Railway officials could give no definite information Sunday night as to when traffic in and out of the city would be resumed. If flood conditions improved it is thought that trains will be in operation by Tuesday or Wednesday. Bridges and culverts are reported to have been washed out in several places.

Industrial plants around here suffered severely, property loss in cotton mills, wood-working plants and lumber yards along the French Broad and Swannanoah Rivers was estimated at from \$1,500,000 to \$2,000,000.

Reports from Spartanburg, S. C., tell of heavy crop damage by the rains that have fallen in South Carolina during the last 48 hours, with small streams rising rapidly.

Practically all railway traffic in Southwest Virginia and eastern West Virginia was tied up Sunday by washouts and slides resulting from heavy rains of the past week. Many bridges have been carried away by swollen creeks and rivers, telephone and telegraph wire are down and heavy crop damage has been reported.

The crest of the flood had not reached Fishing Creek, Great Falls or Rocky Creek below Chester and Lancaster in South Carolina last night. It will probably get there today.

Seaboard Bridge Goes.

The force of mighty waters make the strength of man puny by comparison. The swollen Catawba at Mount Holly yesterday, in anticipation of the breaking of bridges at this point, attracted thousands during the day. The P. & N. Railroad did not attempt to operate its line between Charlotte and Gastonia during the morning hours, but at noon placed one of its electric trains in service and it was immediately crowded with patrons, all going to the river to watch the rising of the waters.

From 1 o'clock Sunday afternoon until 3:27 when the Seaboard bridge gave way with a crash like the report of artillery in action, thousands watched on both sides of the river, for the break they knew would come. It was a sight seldom if ever witnessed even by the oldest inhabitants. At a height of more than 24 feet above normal, the waters of the Catawba spread out in all directions, having overflowed its banks, inundating farms and destroying crops in large areas. Hundreds if not thousands of acres of cornfield were under water and, in most parts, the corn was washed away, and, like similar areas of cotton, rendered a total loss.

But the breaking of the Seaboard trestle was the most thrilling event of the afternoon. Hour after hour the accumulation of the waters in driftwood, chicken coops, pipes, outhouse, great logs, telephone poles and giant trees came down with the surging currents, banging against the steel trestle or spans of the bridge until they became lodged there, forming a net work and dam that brought the waters pressing against the frame-work with a force that gradually weakened the central portion of the trestle until it snapped in two and, with a roar, caved in, the load going down with a mighty rush against the P. & N. trestle which, six feet higher from the rushing waters, appeared to have some advantage, but several hours later succumbed to the added pressure.

A Dramatic Incident.

A dramatic incident in connection with the breaking of the Seaboard trestle in the afternoon was the presence of at least a hundred or more spectators along the trestle just a few moments before the crash came, but some wisecrack gave warning of the close proximity of danger and nearly everybody left the bridge before the break came. With the exception of two boys, who were almost in the middle of the structure when it began to bend and snap. Their quickness alone saved them. With a dash they escaped to an adjoining span before the broken part of the structure gave away and were greeted with cheers by many of the bystanders.

It was a strange sight to see dead animals, hundreds of watermelons from some invaded field, crates, small sheds, driftwood and huge logs, with now and then a dead mule or pig, go down with the swirling waters, caught in the force of the current from which there seemed to be little or no possible chance for escape. The county steel bridge went out last night early.

At Lookout.

The embankment fill around the

The Union Meeting

First service tonight at 8 o'clock at the tent---not at the Methodist church.

Daily Services 4 p. m. and 8 p. m.

big dam at Lookout Shoals broke away about 6 o'clock last evening and with a mighty rush the waters of the river swept the old West Monbo Mill away and the east side warehouse containing about 400 bales of cotton. The West Monbo Mill was quickly submerged and people in that vicinity fled for high ground as soon as they heard the boom of the rushing waters. East Monbo is practically half submerged.

What was described by eyewitnesses as a waterspout struck the flour mill near Taylorsville on the Little River in Alexander county during the afternoon and swept the flour mill from its foundations down stream, and a number of tenant houses, the inmates fleeing for high ground in great haste. The rising waters submerged part of the machinery of the Lile-doun Mill and the buildings of the Alspaugh Mill were covered with water to a depth of two or three feet.

East of Charlotte the Seaboard Railroad reported last night that its service had not been to any degree interrupted. The only point of transfer in this vicinity as a result of the floods will be at Mount Holly where a portion of the Seaboard bridge, as described in another column, was washed away. An order for heavy timber was issued last night and the lumber for the repair of this bridge will be on the scene before the waters of the Catawba go down. The Seaboard bridge at this point was built about 20 years ago.

Yadkin Also Rising.

The reports received last night from various points along the Yadkin valley indicated that that stream was running the Catawba a race for high water records. At places the river was said to be higher than ever known before and the damage occasioned to roads, crops and even to human habitations was almost incredible. Fortunately there are no great hydroelectric plants on this stream such as span the Catawba and hence the damage in this respect was not so great. There are more than a dozen small power plants and these were all more or less seriously injured.

There was no interruption of Southern Power service at any point in the transmission territory yesterday save at Hickory where all lines were down. A crew of men was dispatched to the scene of the trouble and they hoped that connection would be reestablished last night, if the floods did not forbid.

A rather unique sight was presented yesterday when a big Interurban car came into the city and went out to Lakewood and picked up a load of steel boats which it carried out to the river. These boats were used in bringing in marooned people who had gotten caught in nearby hills.

It was estimated Sunday that several hundred bales of cotton washed down the river during the day. These came from farm houses located near the tributary streams.

Climbed the Trees All Night.

Charlotte Observer. The first of the rescued were brought to Charlotte yesterday afternoon amidst their perilous roasts in trees amid the swirling waters of the Catawba, a short distance from the town of that name, where they had been swept down stream when the Southern railway bridge gave way.

H. C. Gurley and Geo. C. Kale, both of Charlotte, did not remain long at the Presbyterian Hospital, where all three were taken, because they desired to return to their homes without loss of time. After a careful examination they were sent home. Section Foreman R. E. Thompson, who lives in Belmont, was put to bed at the hospital after he had partaken of a hearty meal. "I want to go back to my wife and children," he persisted, time and again, but the nurses told him that there was no possible chance of getting across the river to his home. "Then tell them that I am safe and not to worry," said he, in exhaustion. "Maybe they can get across when they get the boats running," he suggested, all his interest centered in the home ties.

"When you've got a wife and three little ones waiting for you and not knowing whether you're on the other side of Jordan, it's no fun staying here," he said to an Observer man. "Tell me about your experiences during the night," asked the reporter.

Four on the Raft.

Mr. Thompson endeavored to shake off the influence of sleep long enough to give an account of his experiences. "I don't know how many of our poor boys went down when the bridge broke," he said, "but there were four of us on the raft that went down with the bridge—the raft we were on when the crash came. I shot down into the water like a load of lead and it seemed like eternity before I came to the surface again. I grabbed at the raft and got aboard with help. We went whirling down stream at a great rate.

"My Elgin watch here stopped at exactly 5:37, which was about the time the bridge went down, or a little later, I reckon. Engineer Killian was with me part of the time and we both looked at our watches. I was pretty tired from working all the night before and all day Sunday, when the bridge broke, and did not get much rest, but I swam as well as any of the other men and we tried cheering each other as much as we could through the night. Tree after tree that we climbed upon would give way and break down from the force of the water and the extra weight, but then we would seek out another place of refuge from the rushing water and that is the way we kept things up all through the night.

Swam From Place to Place.

"Finally I had to take off my water-soaked shoes they got so heavy, and put them in my hip pockets while I swam from place to place, and finally I threw away my coat. We could hear voices calling all night for help and giving directions below us down the river, but we did not see any bodies go by or anything noticeable except some lights here and there on shore. I gave more thought to the worry of my wife and little ones than I did of anything else except getting back to them alive, and I'm mighty thankful that I'm on dry land again. It was a terrible night. Yes, I am very sleepy and I was very hungry, but as soon as they got up ashore this noon some folks on land had hot coffee and sandwiches ready, and we ate 'em, too."

The Field of Damage.

(Associated Press Account.)

Thirteen persons dead, at least 10 missing and property damage estimated at near \$15,000,000 is the known toll of the floods which have raged in four Southern States for the past 48 hours.

Although the waters are receding in nearly all districts, railroad and telegraph communication still are demoralized and reports from towns and villages now isolated may increase both the number of deaths and the property loss.

North Carolina, South Carolina, Virginia and Tennessee all suffered heavy damage from the overflowing streams, swollen by torrential rains which followed last week's hurricane as it swept inland from the coast, but the heaviest loss was in North Carolina where 11 of the 13 deaths are reported and where two-thirds of the material damage was done.

The List of Known Dead:

Asheville 2, Biltmore 4, Alexander county 3, Marshall 3, Ednaville township 2, Radford, Va., 1.

All but one of the dead were white.

The missing: Ten Southern Railway construction men who went down with the Southern bridge near Charlotte.

The property damage is summarized from the latest reports as follows:

Asheville—Twenty-five industrial plants destroyed, including cotton and lumber mills, machine shops and coal and feed yards. Sixty residences in the lower part of the city washed away and 400 persons homeless with 1,200 out of employment. Power and gas plants out of commission. Elkin—Small hotel, farmers' warehouse and two livery stables carried away. Monbo—Monbo cotton mills demolished. East Monbo—Cotton mills damaged and \$50,000 worth of cotton destroyed. Alexander county—Alspaugh Cotton Mills washed away. Lile-doun Cotton Mills damaged. Buncombe, Henderson and Madison counties—Many mills damaged and hundreds of persons out of employment. Iredell County—Brick plant destroyed and Long Island Cotton Mill nearby destroyed. Catawba county—Cotton warehouse with 1,500 bales of cotton carried away. In this county as well as in Iredell and Alexander, great damage was done to crops and small mills. Biltmore—Many persons driven from their homes and mills and

crops in surrounding territory damaged.

Marshall—Fifty-three homes destroyed.

Jonesville—Many homes flooded. Hendersonville—Two dams washed out, damage to mills and crops in Henderson county.

Lexington—Several lumber mills in surrounding county carried away, stock killed and crops destroyed. Cleveland county—Dravo Power Dam near Shelby destroyed; crops in county damaged. Five highway bridges, three in Mecklenburg, one near Statesville and another near Mooresville are known to have been washed away, while at least six railway bridges were destroyed.

The Southern Railway lost a bridge near Mount Holly, another near Rock Hill, another near Statesville and another near Belmont. The Seaboard Old Yine bridge at Mt. Holly is gone as is the Piedmont & Northern electric line bridge nearby, also the Seaboard bridge at Catawba Junction.

TWO COLORED MEN ARE HEROES

How They Braved the Catawba Floods in a Small Boat and Saved White Men.

Charlotte Observer. Two men of big heart launched a tiny craft on the surging waters of the Catawba Monday morning, undismayed by a disaster that had attended all others efforts and set forth unaided upon a mission of rescue.

The story of how they fought and wrestled with the angry stream and finally came forth conquerors is related elsewhere in this edition of the Observer. It is a story of unadorned heroism, of dangers dared and deeds achieved, of self-sacrificing devotion that has few equals in display of bravery.

They went forth "to do or die." Those who watched them as they battled with the elements, upset once and upset again and finally, by sheer dint of persistent devotion, achieving the task to which they had committed their lives, unite in declaring that it was as brave an exhibition as ever witnessed in North Carolina.

What mattered it that their faces were black when their hearts were as white and as big as the eternal hills that furnished them a home nearby?

These two darkeys, of the genuine old Southern stock that is the mother of heroes, rescued Killian and Kale, Gurley and Thompson, Verner and English, six of the white men who had sought refuge in the trees and whose lives were in jeopardy at any moment from the rapidly rising waters that had not then reached the crest of the flood. Verner and English had sought to make a rescue only to lose their own boat and escape by a narrow margin. Their fate had not one whit troubled those two simple souls—their names are Foss Ross and P. H. Stowe. They put forth in their self-constructed batteau, pushed out into the current and the fight began.

The raging and debris-covered stream tossed the boat as if it were a cork on the water. It capsized but the darkeys righted it and held to their paddles. They continued on their way, first here and next yonder. They reached the first tree and rescued Kalt, Gurley and Thompson, brought them to shore and put back again by dint of extraordinary effort. A second battle even more violent than the first followed. Again they reached the trees and again they carried their added load of human freight to a haven of safety. A mighty shout went up from hundreds that lined the banks and occupied points of vantage on the hills. Hand claps followed and a hat collection netted a small sum.

Did Ross and Stowe stop there?

Not at all. They had heard that others were probably marooned farther down the river.

"We have more work to do," remarked Ross and with that they put out on the angry waters again.

The Local Damage.

The depression among our home people caused by the terrific wind and rain storm has been somewhat relieved by reason of the disposition of the crops to recuperate since the rain ceased falling. On Saturday and Sunday most people thought no doubt that the damage to crops over the county would be at least fifty per cent. By now, however, most of them will agree with Mr. T. J. W. Broom that twenty per cent will cover the damage to corn, with cotton undecided. The old corn is badly broken and the blades shredded. It cannot be cultivated again. The young corn was damaged less. Union county never had a better prospect for corn than it did this year up till the time of this storm. Cotton is blown down and tangled and the roots torn. It is hard to tell to what degree it will recuperate.

The average rainfall for a year in this section is 45 inches. For the twenty-four hours of continuous rain that began Friday the U. S. gauge at Rock Rest showed five and a half inches of rainfall. This is the largest ever registered since the station was established. With this downpour the wind blew furiously for the most of the time, and simply overwhelmed every growing thing. On the 28th of August twenty-three years ago a tropical storm similar to the late one visited this section and has since been a landmark in measuring crop damage.

We have often had hailstorms which wiped out crops in small sections of the county, but this storm covered all this section and was as bad in all parts of the county as in any.

MRS LANEY RE-ELECTED THIRTY DAYS LONGER

WILLIAMS OPPOSED MEASURE ON THE GROUND OF EXPENSE

The Anti-Dust Crowd Failed to Show Up Since the Big Rains Have Changed It to a Mud Problem—Mr. Ice-man Declined to Accept Hospital Directorship—Other Matters.

Mrs. H. R. Laney was re-elected Sanitary Inspector for a term of thirty more days at a meeting of the Aldermen Friday night. Her original thirty day appointment expired July 12, and her work had stopped for a couple of days awaiting action by the Aldermen.

Alderman J. B. Simpson made a motion early in the meeting that Mrs. Laney's appointment be made permanent. This precipitated a sharp debate between Mr. Simpson and Alderman Baxter Williams; the latter claiming that the city was now paying \$100 a month for sanitary officers with "no sanitation." Another big item connected with Mrs. Laney's work, claimed Mr. Williams, was the hauling off of the trash. This cost the city \$2.50 a day, and the total cost for sanitation was amounting to \$2,000 a year. This, Mr. Williams stated, was entirely too much for a town of Monroe's size and resources to pay for such work. A great deal of the trash hauled off premises, said Mr. Williams, was old corn stalks and wood that citizens by all rights should pay for themselves. At this time Alderman J. C. Sikes stepped in as a compromiser and secured the appointment of Mrs. Laney for thirty days longer.

Engineering Problem Discussed.

Friday night had been advertised by the Aldermen as the date set for the employment of an engineer for the contemplated street improvements. Nine engineers were present, and some submitted good contracts, but as the work is now indefinite, nothing was done.

A couple of weeks ago some citizens had appeared before the Aldermen in regard to street work. They had petitions from Houston and Windsor streets, calling for sheet asphalt paving. They did not introduce their petitions that night, as was their intention, for they feared they did not have both a majority of the property owners and lineal feet owners. But they were so certain of securing the necessary signers that the Mayor and Aldermen left safe in proceeding with the selection of an engineer. The following Monday night was set aside for the receiving of the petitions, but none appeared when that meeting was called to order. The following Thursday was then set aside for the discussion of street work, hoping that the petitioners would then be able to promise something definite in regard to the work on their respective streets. But when Thursday came the Aldermen did not even see fit to hold the meeting, as no petitions had appeared upon the scene.

Such was the condition when the Aldermen met with the engineers Friday night. They explained the situation to the engineers, but asked that they each make some sort of proposition so that in case any street work should be done they might make a selection without the necessity of calling them to Monroe again. This proposition was accepted by the engineers, and each was allowed ten minutes to explain under what conditions he would accept the job and the price, etc.

The engineers present were: C. P. Ballinger, of Greenwood; C. M. Furman, of Rockingham; E. W. Myres, of Greensboro; Harry W. Loving, of Atlanta; W. A. Saunders, of Anderson, S. C.; Gilbert White, of Durham; and Anderson & Christie, of Charlotte.

With the representative of Anderson & Christie of Charlotte, was Mr. B. O. Austin, civil engineer, a native of this county and a son of Dr. J. A. Austin of Charlotte.

Declines to Accept Hospital Directorship.

The Aldermen were also requested by the Board of Directors of the Ellen Fitzgerald Hospital to select a director to succeed Mr. Charles Ice-man, who has declined to serve. They proceeded in the matter, but reached a deadlock when they attempted to decide between Mr. Oscar Blair and Mr. J. E. Stewart. So the matter was compromised by authorizing the other eight directors of the hospital to fill the vacancy.

Mayor Fowler stated that Mr. Curtis Lee was using his own automobile in the service of the city, and that he was paying nearly thirty dollars a month for gasoline. Mr. Fowler believes that the city should at least help Mr. Lee buy the gasoline, inasmuch as the city was getting the benefit of it. The matter was left open.

A Doctor Arrested.

Charlotte Observer.

Following the death at St. Peter's Hospital yesterday afternoon at 2 o'clock of Miss Annie Jones, elder daughter of ex-Sheriff B. E. Jones of Greensboro, Dr. J. W. Summers, a practicing physician of this city, was arrested at his office on West Trade street yesterday afternoon at 2:15 o'clock by Police Chief Horace Moore on a warrant charging him with murder. The death of this young woman was the direct result, according to Drs. A. M. Herron and Parks M. King of this city, of an illegal operation performed by Doctor Summers on June 26.